

useless to appeal to sentiment or reason in the native seller. Yet it is equally evident that if this trade in Pheasant skins be permitted to continue, even for a season, the mischief done will be of a very serious nature; if continued for any length of time it will be irreparable. That the extermination of the Pheasant in the Yangtze region would be a serious misfortune, both to foreigners and natives, is indisputable. As an important item in the winter food supply of foreign residents, and of the numerous mail steamers which frequent the port of Shanghai, its loss would be severely felt by consumers and dealers alike. It is needless to expatiate on these matters, or to emphasize the fact that by preferring immediate profit at any cost to moderate and permanent benefits, the country people will in this matter, if unchecked, continue to continue to regard only the demands of those who offer remunerative prices for Pheasant skins. It is evident that if no stop be put to this destructive trade, the near future must witness the total extermination of the Pheasant in this country. If, with the cordial support of your Colleagues, which will, we confidently hope, be extended to further the aims of this Memorial, Your Excellency will lay this matter before the Taungti Yandeh, we venture to believe that the Chinese Government will be readily disposed to assent to whatever protective measures may be proposed by the Diplomatic Body.—S. D. Press.

THE AMOY OUTRAGE.

Considering the present friendly attitude of this country towards China, writes the Tokyo correspondent of the *Kobe Chronicle*, the rumour that, beyond a small indemnity for the Consul officers wounded, the Japanese Government will not make any demand in regard to the outrage at Amoy is extremely probable. Some of the metropolitan papers, however, urge the importance of demanding the punishment of the Chinese officials so that a similar outrage may not be perpetrated. Indemnity is insisted on in any case, but anything like an attempt to substantiate the so-called sphere of influence in Southern China is deprecated. Even the Opposition journals write in a calm, dispassionate tone, and the Cabinet Ministers do not show any signs of perturbation.

Only the Naval Minister was telegraphed for when the news of the outrage was received, and as he happened to be away at his country villa, and as the Emperor's sanction was necessary before sending a man-of-war abroad there was some extra work to be done in the Navy Department. The Foreign Office is persuaded that the disturbance will not be repeated.

THE PHILIPPINES.

FIGHTING ON THE LAKE SHORE. Vague reports have come in this morning, says the *Manila Times* of 13th inst., of a big engagement now being fought around Calamba, participated in by the 21st Infantry and part of the 4th Cavalry. The town of Muntinlupa, on the banks of the Laguna de Bay, about ten miles this side of Calamba, is reported to have been burned yesterday, and full details are anxiously expected.

Mr. Carrion, of Carrion & Co., and a new arrival named Dalton, were up the river yesterday in a steam launch, and spent some hours on the broad waters of the Laguna de Bay. They saw brisk firing at a dozen different points around the lake, and were given to understand the insurgents made a concerted attack on all the American posts along the lake shore, commencing at 10 o'clock in the morning. Reinforcements were sent up across country from Imus and vicinity, and the rebels were driven off with heavy loss. [This information is not officially confirmed up to the time of our latest advices.]

MORE JAILS WANTED.

The authorities have found it necessary to procure some more buildings to be used as jails. At present the jails are overcrowded, and it is absolutely necessary for new ones to be built. The old Colegio de Santa Potenciana building, situated at the corner of Palacios and Victoria streets, Intramuros, has been utilized for jail purposes. Another jail is located at No. 2 Calle Cabildo. This last one is almost too good for the prisoners. It is divided into two sections, one for female prisoners and the other for male prisoners. In the future Fort Santiago will be used entirely as a military prison and all the civil prisoners will be removed into the city jails. There are now four jails in the Walled City, counting Andra and Central Stations as such.

THE COLLISION IN THE HUGHLI.

MARINE COURT OF ENQUIRY.

CALCUTTA, 23rd August. The marine court appointed to enquire into the circumstances attending the collision between the steamers *Scindia* and *Resolute* at Diamond Harbour, on the 14th instant, resulting in the foundering of the latter vessel and the loss of several lives, assembled to-day at the port office. The court was composed of Mr. T. A. Pearson, chief presidency magistrate, president; Captain J. Hamilton, commander of the steamer *Bohemian*; and Captain H. C. Robinson, commander of the ship *Main*, members. Counsel appeared for all parties interested.

Mr. Douglas White, opening the case for the local government, said: At 9 p.m., on the 13th instant the *Scindia* arrived off the Sandheads. She was taken charge of by pilot Skinner. She proceeded that night. At 2.30 a.m. on the 14th she arrived at Saugar Road. At 9 a.m. on the 14th instant, she weighed anchor and proceeded on her way. At about 12.30 the *Scindia* was approaching Diamond Harbour. The *Resolute* left Calcutta at about 7.30 a.m. the same morning, and arrived off Diamond Harbour about ten minutes to twelve. Then it appeared the chief officer and chief engineer went ashore in the gig. They returned to the *Resolute* at about 12.30. Mr. Hosenason, chief officer, said that the gig was hoisted and he went on the bridge. When he went on the bridge he found that the *Resolute* was under weigh. She was going full speed astern down river. She came out from the creek into mid-channel. At this time the *Scindia* was seen coming up river. Mr. Hosenason said that when he sighted the *Scindia* as soon as he got on the bridge, the *Scindia* was half a point on the upper port bow. Then it appeared the *Resolute* proceeded in mid-channel down river. When the *Scindia* was within three-quarters of a mile, Captain Waller, commander of the *Resolute*, thought that the *Scindia* ought to port her helm and go in shore, but instead of that she kept on. Mr. Hosenason would say that he saw the three masts of the *Scindia* in line. Seeing the course the *Scindia* was taking, the commander of the *Resolute* sounded a blast on the siren and also ported his helm to keep his steamer out of the way. Mr. Hosenason said that when the *Resolute* ported the *Scindia* starboarded again. The commander of the *Resolute* gave a blast on the siren and ported his helm. Again the *Scindia* starboarded. Then there was a collision. The *Scindia* crashed into the *Resolute*, amidship and sank her. Mr. Hosenason also said that just before the collision, when he saw it was inevitable, he gave the signal for

the starboard engine to go astern, keeping the port engine going ahead. That would have the effect of turning the steamer. The *Resolute* put her helm hard a-port, but it was too late. The collision could not be avoided. After the collision it was not possible to get any boats on the starboard side. *Resolute* sank in three to five minutes. There was appalling loss of life.

The version that had been given up to this moment by those on board the *Scindia* was this. Mr. Skinner said that he had sighted the *Resolute* so far back as when the *Scindia* was at Culpi, which is about three and a half miles below Diamond Harbour. He said that the *Resolute* was parallel to the bank near the creek, heading down river. Then in steaming down to Diamond Harbour he kept within 200 yards of the river bank. That when he came near the creek he found the *Resolute* on his starboard bow, close to the creek. That when he got to a little below the creek he saw the *Resolute* was steaming up river. That he, being close behind, was following her, when suddenly she appeared at the starboard helm across his bows, it being too late to avoid a collision. The *Scindia* was then going at ten knots an hour.

The two versions were diametrically opposed.

Mr. Douglas White then proceeded to examine witnesses.—*Rangoon Times*.

THE COLLISION AT SUEZ.

THE "ORIZABA" RAMMED THE "CLAN MACRAE."

The *Orizaba*, with the English mails, and a ship load of passengers started on her long run from Suez to Colombo on Aug. 18th, having had a quick passage through the canal. Just as she had got under way the *Clan Macrae*, which was entering the port, attempted to cross the mail boat's bows, and Capt. McWatt, who was on the bridge with the third officers, anticipating danger rang his engines "Full speed astern." The order was, however, given too late and the bows of the *Orizaba* crashed into the centre of the *Clan Macrae*. Boats were immediately lowered, for it was seen that the injured vessel was sinking, but before they could reach her she had been run hard and fast on shore—a matter of only a hundred yards—and safely beached, a position in which she now lies.

The *Orizaba* sustained no damage beyond the scraping off of some paint from her bows, and quickly proceeded on her voyage, eventually arriving in Colombo up to schedule time. The officers of the vessel are very reluctant to offer any explanation of the accident as it is almost certain that an official enquiry will be held. As far as we can ascertain, however, the *Clan Macrae* was solely to blame, and no precautions on the part of those responsible for the mail boat's navigation could have averted the accident. It is thought more likely that the *Clan Macrae* will be put off without much difficulty, as she is only damaged in one place, and is fully provided with water tight compartments.—*Ceylon Dependent*.

DEWEY EVADES DEMONSTRATIONS.

"DUTY BEFORE PLEASURE" HIS MOTTO.

The *Philadelphia Record* in its issue of the 8th August says the reply of Admiral Dewey to the invitation to visit this city, cabled him on July 4th, was received by Mayor Ashbridge yesterday, 7th August. While the Admiral does not decline, he holds out very little prospect of being the guest of this city fall. The letter is dated at sea, on the flagship *Olympia*, July 16th, 1899, and is as follows:

Dear Sir:—I have the honor to acknowledge the receipt of your cable of July 4th, received upon my arrival at Port Said on the 13th inst. I appreciate to the fullest extent the great honor which the city of Philadelphia has conferred upon me by voting me the freedom of the city and offering a reception upon my return to the United States. Will you kindly extend to the Council and citizens generally my profound thanks.

"It is with regret that I cannot at this time accept the offer of a reception, as I do not feel it would be prudent to make any engagements for the future. My health has not been very good, and besides the Philippine Commission, of which I am still a member, will probably meet in Washington shortly after my return. In that case, I should feel bound to break all engagements.

"Thanking you personally for your kind expression and regretting that I cannot definitely accept the invitation so kindly extended by you, I am, very respectfully,

(Signed) GEORGE DEWEY.

SHIPPING NOTES.

Ladies not Admitted.

The following is from the *Marine Record* (Cleveland, O.): It appears that the Cramps are obliged to exclude women from their shipyard, the ungallant excuse being that they attract too much attention from the men. "Well, I'll tell you," smilingly said the official, when one of his friends pleaded for the admission of a gentleman's wife; "your friend outside is accompanied by two ladies. We have 7,000 workmen in the yards, and all of them are busy. If we permit the ladies inside the gates, every one of the 7,000 workmen would lose count of minutes apiece in looking the party over, and you can easily figure up what a loss of time would amount to. I am sorry for the ladies, but the rule cannot be broken. Every minute lost by the 7,000 workmen means the loss of five days' time."

British Foreign Trade.

The following is *Fairplay's* summary and comparison of the foreign trade of the country:—

	Month of July, 1898.	1899.
Imports	£35,993,039	£39,935,372
Re-exports	5,243,001	5,441,448
Domestic exports	20,089,878	23,195,878
Total for month	£61,235,918	£68,572,698
		61,235,918

Net gain on month

Seven months ending July, 1898.

Imports

Re-exports

Domestic exports

Total for 7 months

Net gain on seven months

As showing how dependent shipowners in France are on the navigation tonnage, the results of three voyages of ships of about 2,000 tons gross, and 2,500 tons burden each, and belonging to Nantes, have been published. On a voyage

from Rouen to Swansea, San Francisco, Newcastle-on-Tyne, 37 days, the working expenses of one vessel, including depreciation at 10 per cent, were about £6,042, and the receipts about £5,522, or a loss on the voyage of £520; the bounty amounted to £3,578, so that the net profit was £2,159. The voyage of the second vessel was forty days to a port in Spencer's Gulf, South Australia, and back to Swansea, 37 days, the expenses £4,457, depreciation £1,614 together £6,071, and the receipts £5,685, or a loss of £387. As the bounty amounted to £2,954, there was a net profit of £2,567. The voyage of the third vessel was Newcastle, Swansea, San Francisco, East London, Havre, 49 days, the expenses, including depreciation, were £9,590, the receipts £9,505, or a loss of £85. The bounty amounted to £5,339, which left a profit of £5,254, or about 30 per cent on the capital.

British Shipping Handicapped.

The following extract from the annual report of the Liverpool Steamship Owners' Association for 1897 shows "how seriously the British shipowner is handicapped in dealing with his foreign competitors."

All British steamships carrying emigrants (and almost all the Atlantic liners do carry emigrants), have to comply with rules which define the number to be carried, their accommodation and food, the number of the crew by which the vessel is to be manned, the boat accommodation to be provided, and a host of other conditions. These conditions are enforced against a foreign vessel taking emigrants from this country, but they are not enforced against a foreign vessel with emigrants on board, embarked elsewhere which takes only cabin passengers from this country, although it is obvious that the safety of the cabin passengers depends on what has been attained by interfering with that freedom in the past. The shipowners do not want freedom from responsibility, nor do they suggest that all Government inspection is unnecessary; but they do insist that they should be allowed to carry on and develop their trade free from all unnecessary restrictions.

If all the restrictions and regulations that have been imposed by the Legislature were really for the benefit of the country, or even if their outcome were valued by the country at large, the shipowners would have no right of complaint, but the British shipowner has been forced to comply with condition after condition, and to submit to Government control at every turn, to attain objects for which the country cares nothing. The foreign vessels which come to our ports are free from almost all of these conditions, and yet so little do the travelling public value the British regulations, that they are ready to sail in these foreign ships and to pay for their passages the same fares as are charged on the British vessels. Our mere claims pay the same freight, and the same insurance, on their goods, whether brought in British or foreign vessels, and our agitators, who are pressing for new regulations, are constantly drawing unfavourable comparisons (which however are entirely misleading) between the safety of life in our own and in foreign mercantile navies.

Effect of Trade-Unions.

Electricity is being everywhere substituted for steam as the motive power in American works, being found cheaper and in every way preferable. The change has been effected to a considerable extent in this country, particularly on the Tyne and Wear, within the past year or so, but not to such an extent as in America, where comparatively new plant is being thrown aside to make way for the electric motors. Labour-saving appliances, notably, to the ore in the States, and the employers being masters in their own works are able to obtain the full benefit of their machines, which is notoriously no longer the case here. Trade unions are not recognised at establishments like the Baldwin Company's at Philadelphia, nor in most of the larger shipyards. Trade unionists are free to work in them, but there is not so much as a hint or a suggestion at any of them of dictation allowed from the unions. The trade union rules have to fit in with those of the employers, and the reversed condition which two often obtains here. No extra pay is allowed for night work at the Baldwin works, and work goes on there day and night. The ordinary working week is fixed at sixty-three hours. Piece work is the rule, and the masters decide which men shall work particular machines, and how many of them may be attended to by one worker. The operatives have to fall in with their employers' ideas or go elsewhere, and American labour has accommodated itself to these conditions, and is working with great efficiency. High wages are being paid, but they are well earned in the States, whilst the experienced men at high wages paid for work which is steadily deteriorating in quantity and quality. Some day it will dawn on people here that the only way to cope with foreign competition is to follow the example of the Americans and no longer "recognise the unions." The result of the engineering strike was a step in the right direction, but much remains to be done if our position in the industrial world is to be maintained. At present the most serious obstacle lies in the limitation of apprentices, by which the natural expansion of trade is impeded by artificial restrictions on labour.—*Fairplay*.

THE RAILWAY OF THE FUTURE.

Mr. F. C. Behr's proposal to run trains at 120 miles an hour on a single-rail line between Liverpool and Manchester and between London and York has, of course, excited American competition. Two hundred miles an hour by rail. Can it be done? Prof. Oberlin Smith, of New Jersey, who has the reputation in the engineering profession of being a modest conservative man, of sound judgment, and an authority on mechanics, says yes. There is to be no noise, no smoke, no jolting. Cars will dart to and from the big cities like the shuttle in a weaver's loom.

"Of course the railway would have to be elevated," explained Prof. Smith, "to do away with grade crossings, and it would be an air line, for curves would not permit of the high rate of speed desired. It would be a double or triple line of rails controlled by an automatic electric block system. Electric power would be transmitted through the rails, and transmitting stations could be located at intervals of 20 or 30 miles. There would be no trains, but each car would have its own motor and would be run singly.

The cars would be several times the length of the ordinary railway passenger-car, and would be built of steel upon the principle recognised in bicycle construction, that of attaining lightness with strength. The weight of passenger trains in proportion to the number of passengers carried is something tremendous when you figure it out. This is necessary to keep the train from jumping the lines. But the feature of the electric road that will obviate this is a line, which will make derailment impossible. With such a line the highest attainable speed will be devoid of danger. The cars should be tapered at the ends to minimise the resistance, and the wheels might have rubber tires to minimise noise and jar."—*Morning Leader*.

THE CHINESE PROBLEM.

COMMISSIONER SCHURMAN'S VIEWS.

SAN FRANCISCO, August 15th.

Mr. John G. Schurman, President of the Philippine Peace Commission, arrived in San Francisco to-day after his several months' stay in the Philippines. He speaks of the wealth awaiting development in the East. The future of China, he says, is the greatest problem in the Orient, and the most important part of the question is to preserve absolutely the integrity of China. If a China-Japan Alliance would be brought about, and if not Great Britain and the United States ought to present a barrier against attempts to partition Russian aggression, observes Mr. Schurman, is the great danger of Chinese integrity, though he does not believe the Emperor would dare to go to extremes in the face of the sure opposition of the United States. American trade with China, Mr. Schurman says, is increasing wonderfully, and if it keeps up the present rate America will shortly be the foremost Power in commercial relations with China. Nothing could elicit from Mr. Schurman any reference to the Philippine Campaign. The result of his investigations, he said, would first have to be made known to the President, and after that he would possibly have something to say.

RUSSIA AND TALIENWAN.

ST. PETERSBURG, August 13th.

The following Imperial Order has been addressed by the Emperor of Russia to the Minister of Finance: "Owing to the great possessions of Russia in Europe and Asia, it has been possible, with God's help, to effect a rapprochement between the peoples of the West and East. Through the friendly attitude of China we have succeeded in attaining our historic aim, having obtained the use of two Chinese harbours of Talienwan and Port Arthur, with large territory, whereby an outlet for the Great Siberian Railway to the Yellow Sea has been secured."

Thanks to the wise decision of the Chinese Government we shall, through the railway lines in course of construction, be united with China, a result which gives to all Nations the immeasurable gain of easy communication and lightens the operations of the world's trade. "In our unvarying care for the general weal we have deemed it necessary, after the completion of the railway line as far as the Harbour of Talienwan to declare that harbour a free port for the whole period of the Treaty and lease concluded between Russia and China on the 27th (15th O.S.) of March, 1898, for the merchant ships of all Nations, and to build a new city in the neighbourhood of the said port."—*Morning Post*.

SEA INVENTIONS THAT WE NEED.

Would-be inventors who are confident of their ability to devise something that will make them famous, and yet do not know exactly where to start, are advised to study an article contributed to *Modern Machinery* by Dr. Robert Grimshaw, in which the author tells us some of the things that the shipbuilder needs, but as yet sighs for in vain. The first thing that naval architects need at present, he claims, is a process for fireproofing wood. Says he: "What we need is a composition which will render wood fire-proof, without making it attack iron which is in contact therewith—as much of the recently patented 'fireproof' wood did. A fireproof coating is a good guard against the penetration of half-burned and still burning powder grains."

The exclusive use of iron, as advocated by constructor and combatants, is impracticable, for several reasons. In the first place, it greatly increases the 'sweating' covering framework with a dope of paint skins and cork chips is good enough for the cabins of merchant ships in hot climates, but is for war-ships of no use; the entire ceiling, sides, and floor can not be so treated. In the second place, quarters so treated in great surfaces would be uncomfortable or even untenable, and the comfort of officers and men is essential to their health and efficiency. In the third place, such a coating would not only be highly inflammable, but would generate noxious gases in burning."

Dr. Grimshaw next tells us that marine constructors would also like water-tight bulkhead doors, that can be opened and shut from the deck, improved boat-lowering devices for ocean steamers, gun-carriages that will not rack a war-ship to pieces when the gun is fired, cellulose that will really stop up shot-holes by swelling (we have none that is cheap, light, compressible, absorbent, and fireproof), a practical reversing propeller, improved ash-boilers, better steam-blowers, and properly constructed marine condensers. He also visits steel rigging with the weight of his displeasure. Says the doctor:

"Any one who has ever had the deck of a yacht pulled up by steel rigging will agree with me when I suggest that if some benefactor will produce a steel wire rope that has a 'give' to it, such as one always gets in hemp, many ship-owners and others who follow the sea, or have it 'followed' for them, will rise up and call him blessed. The old-fashioned 'chains' and 'changelings' are rapidly disappearing, and eye-bolts are taking their places; but it is too much to expect six feet in length of hemp at the lower end of a hundred feet of steel wire will give as much elasticity as though the entire length had 'give.'"

The author next calls for a "good marine governor" to stop the "racing" of the propeller when it lifts clear of the water. He says: "Any one who has made a trip on an ocean steamer—particularly on one of the 'greyhounds' that cut their way through the water and always have wet decks—knows that the 'gurring' of the screw is about the most disagreeable feature of the voyage. It aggravates seasickness, and never gives a let-up day or night, if the sea be in the least bit rough—that is, if it be anything but 'milk-pondy,' which it very seldom is. The chattering makes every partition vibrate. This makes traveling less pleasant and lessens the number of transoceanic passengers; but it has a still worse effect—it racks the engines themselves, particularly the shaft and the cranks, and it gradually destroys the whole structure (which, after all, is only riveted together) by working the contacting surfaces against each other and making the rivets fit less and less tightly. Thus the evil increases from year to year, and the danger with it. The life of a 'racer,' or, at least, her life as a racer, is much shorter than it would otherwise be if it were supplied with a good marine governor."

STEAMER WRECKS. Mr. Grimshaw tells us that the shipbuilder needs, but as yet sighs for in vain. The first thing that naval architects need at present, he claims, is a process for fireproofing wood. Says he: "What we need is a composition which will render wood fire-proof, without making it attack iron which is in contact therewith—as much of the recently patented 'fireproof' wood did. A fireproof coating is a good guard against the penetration of half-burned and still burning powder grains."

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not corrode the gun nor foul it greatly, must not generate poisonous or highly noxious vapours when exploded; must be comparatively gradual in its burning, so as not to put too great a strain on the breech of the gun before the shot has got started, and yet must have got completely converted to gas before the shot has reached the muzzle—else there will be not merely a waste of powder, but unpleasantness for the gun's crew. It must be made from material, all of which are obtainable not merely in the country of manufacture, but in the neighbourhood of the mill or factory; and these raw materials must be quickly convertible into the finished product. If the material can have a high specific gravity, so as to diminish the bulk to be carried, for a given weight and for a given explosive effect, so much the better."

From all this it may be seen that the ambitious inventor has plenty of work cut out for him, even if he confines himself to the sea.

SHIPPING REPORTS.

Captain Breaton, of the steamship *Machew*, from Siam, reports:—First part fine and clear weather. On 16th inst., had N. easterly wind with hard rain squalls.

Captain J. Palford, of the steamship *Orestes*, from Singapore, reports:—Light S.W. winds from Singapore to the Maclesfield, thence to port moderate to strong N.E. winds with heavy rain squalls.

NOTANDA.

CALENDAR.

SEPTEMBER.	
Meteorological means based on fifteen years' observations to 1898.	
Barometer	29.824
Thermometer	80.4
Humidity	77
Rainfall	8.33

TO-DAY.

WEATHER REPORT.	
On date at	On date at
Barometer	29.82
Thermometer	80.4
Humidity	77
Rainfall	8.33

TO-DAY.

Monday, 18th September, 1899.	
Chinese—14th of 8th moon of 25th year of Kwang-shi.	
Sun—Rises	5hr. 47min.
Sets	6hr. 34min.
Moon—In Perigee 3hr. a.m.	
High water—Morning	7hr. 25min.
Afternoon	1hr. 20min.
Low water—Morning	1hr. 30min.
Afternoon	5hr. 7min.

ANNIVERSARIES.

1709	Dr. Johnson born.
1809	Severe thunder-storm at Peking and the Altar of Heaven destroyed by fire.
1890	The Turkish man-of-war <i>Ertogral</i> sank in the Kii Channel while on her passage from Yokohama to Kobe; out of a complement of 630 men only 65 saved.
1891	Nippon Yusen Kaisha's steamer <i>Musashi Maru</i> lost in the same gale and 64 persons drowned; also several sailing vessels wrecked, with loss of life.
1896	Maiden Assizes Hongkong; presentation of white gloves.
1897	Preliminaries of Peace between Turkey and Greece signed at Constantinople.
1898	The British man-of-war <i>Albatross</i> captured by force, if necessary.

TO-MORROW.

Tuesday, 19th September, 1899.	
Chinese—15th of 8th moon of 25th year of Kwang-shi.	
Sun—Rises	5hr. 47min.
Sets	6hr. 34min.
Moon—In Equator 5hr. m.	
Moon—Full Moon 5hr. 8 a.m.	
High water—Morning	7hr. 24min.
Afternoon	1hr. 18min.
Low water—Morning	1hr. 33min.
Afternoon	5hr. 41min.

ANNIVERSARIES.

1350	Battle of Poitiers.
1832	Imperial Edict issued ordering preparations for driving off the English.
1868	Steamship <i>Rever</i> lost on Preparaes Reef.
1881	President Garfield died.
1887	British barque <i>Oxford</i> lost off Guntur, Lusson, Bantam.
1896	Volcanic ash-rain in East Java. Two Malays murdered at Causeway Bay.
1897	Inflammatory Chinese placards posted in Singapore.

SHIPPING AND MAIL NEWS.

MAILS DUE.	
Indian (<i>Kuma ng</i>) 20th inst.	
Australian (<i>Eastern</i>) 21st inst.	
American (<i>China</i>) 21st inst.	
American (<i>Doric</i>) 30th inst.	
Canadian (<i>Imperial of China</i>) 4th prox.	
American (<i>Nippon Maru</i>) 10th prox.	

The P. & O. S. N. Co.'s steamer *Java* left Singapore for this port on the 16th inst. at 3 p.m.

The N. P. S. S. Co.'s steamer *Monmouthshire*, arrived at Yokohama from Portland Oregon on the 18th inst.

The N. G. L. steamer *Risago* left Bombay for this port on the 9th instant, and is due here on or about the 28th inst.

The E. & A. S. Co.'s steamer *Eastern*, from Sydney via Queensland Ports, Port Darwin and Simor, will leave Manila for this port to-morrow morning the 19th inst., and is expected here on or about Thursday, the 21st inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Luzon	17	17	17
H.M.S. Bonaventure	17	17	17
Heiho	17	17	17
Legaspi	17	17	17
Unity	17	17	17
The	17	17	17
Ophus	17	17	17
Oraniente	17	17	17
Sucovia	17	17	17
Stangpak	17	17	17
D. Juan d'Austria	17	17	17
C. C. Kiao	17	17	17
Taiyuan	17	17	17
Cosmopolitan	17	17	17

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE U.S.A. VIA AMOY, KOBE & YOKO- HAMA	THURSDAY, 21st Sept. at Daylight.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEROO, CHENULFO & NAGASAKI	THURSDAY, 28th Sept., at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome	KOBE and YOKOHAMA	FRIDAY, 29th Sept., at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 18th September, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and purifies the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak conditions. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at
the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1896.

FRESH AUSTRALIAN BUTTER.

JUST LANDED a Fresh Consignment of
ROSE BUD BRAND, FRESH ROLLED
BUTTER, and to be had always at very
Moderate Price.

H. RUTTONJEE,
13 & 15, D'Agular Street,
Hongkong, and
21 & 23, Elgin Road, Kowloon.
Hongkong, 8th September, 1899.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed
that at a GENERAL MEETING held in
LONDON recently an INTERIM DIVIDEND
of 3% was declared on the Company's Pre-
ference Shares for the Six Months ending 30th
June, this being at the Rate 6% per Annum.
The DIVIDEND WARRANTS will be
ready on the 2nd October. The TRANSFER
BOOKS of the Company will be CLOSED
from the 28th current to 1st proximo (inclusive).
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 11th September, 1899. [1162a]

CUSTOMS NOTIFICATION.

NOTICE is here given that TUESDAY
the 19th instant, (15th day of 8th
moon) being the CHINESE MID-AUTUMN
FESTIVAL will be observed as a Holiday at
the Kowloon Customs Office, Opium Examination
Office, and Stations.
All Examination of Cargo and Clearances
of Junks will be suspended on this Date.
E. J. BRENNAN,
Acting Commissioner of Customs.

Custom House,
Kowloon, 15th September, 1899. [1182a]CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audouard's Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.
MAKING GLASSES and SPECTACLES.
Nos. 54 & 56, Queen's Road Central. [40]

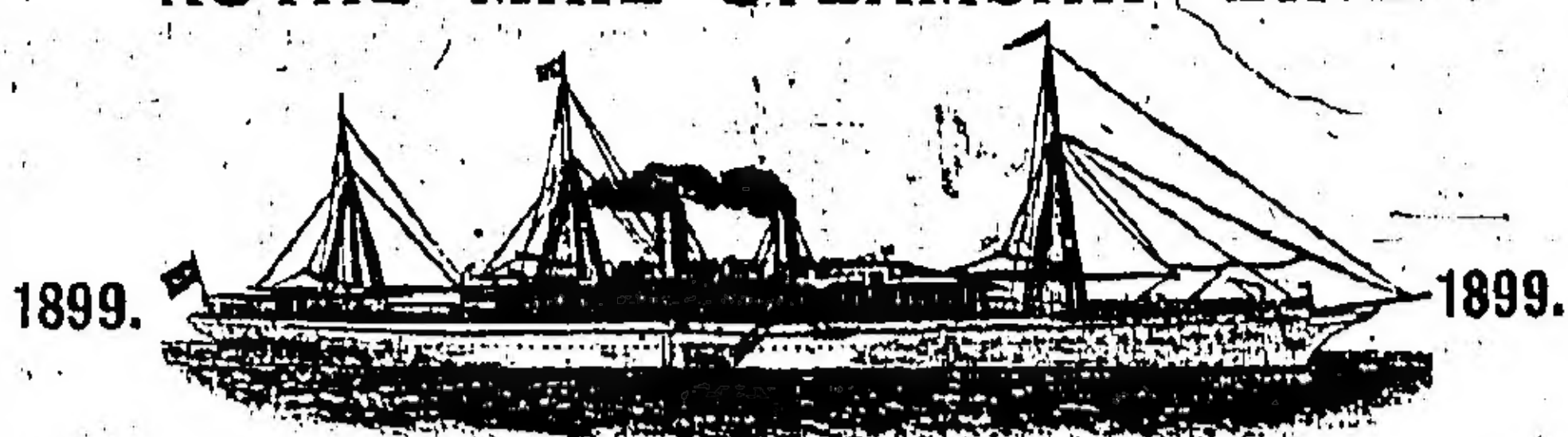
For Sale.

FOR SALE.

HOTEL BUSINESS in NORTHERN PORT,
Long Lease at very Low Rental. Good
Paying concern. Owner obliged to return to
England through ill health.
For further Particulars, apply in First Instance,
by Letter to
G.W.W.,
Office of this Paper.

14th September, 1899. [1177a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 27th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fodor's Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and
Honolulu)

Saturday, 23rd Sept.,
at Daylight.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu)

Thursday, 19th Oct.,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu)

Tuesday, 14th Nov.,
at Noon.

THE Steamship

"HONGKONG MARU."

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 23rd September, at Daylight,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 5
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from EN-
TRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

Proprietor & Manager.

Hongkong, 28th April, 1899. [172]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"VALETTA"

Captain C. F. Preston, R.N.R., carrying
Her Majesty's Mails, will be despatched
from this for BOMBAY, &c., on SATURDAY,
the 20th instant, at Noon, taking Passengers
and Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay without transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Parcels are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 10th September, 1899. [5]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C. and TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of Dublin 3,328 J. R. Rae... Oct. 14.

Steamer 2,874 J. W. Evans... Oct. 28.

Queen Adelaide 2,832 F. McNair... Nov. 18.

Saint Irene 3,877 W. Aitree... Dec. 9.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire 2,874 W. A. Evans... Oct. 7.

Abercrombie 3,777 J. J. Murray... Nov. 11.

Monmouthshire 2,874 W. A. Evans... Dec. 23.

Abercrombie 3,777 J. J. Murray... Jan. 27.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Ore. (whichever may be the destination
of the steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 18th September, 1899. [4]

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American Ship

"CHALLENGER"

shortly expected from MANILA, will load here
for the above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.

Hongkong, 28th July, 1899. [197a]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	26th
V. Binzer	(LONDON with transhipment in HAMBURG)	September
*SAVOIA	HAVRE and HAMBURG.	About 11th
SERBIA	(LONDON with transhipment in HAMBURG)	October
Ostermann	HAVRE and HAMBURG.	About 30th
*HEIDELBERG	(LONDON with transhipment in HAMBURG)	October
Schneider	HAVRE and HAMBURG.	About 5th
ANDALUSIA	(LONDON with transhipment in HAMBURG)	November
Schrotter	HAVRE and HAMBURG.	About 15th
	(LONDON with transhipment in HAMBURG)	November

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports
and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City 3,002 about Sept. 20

Thyra 3,406 about Oct. 15

Belgian King 3,379 about Oct. 31

Carmarthenshire 2,929 about Nov. 15

THE Steamship

"CARLISLE CITY"

will be despatched for SAN FRANCISCO and
SAN DIEGO VIA SHANGHAI, NAGASAKI,
KOBE, YOKOHAMA and HONOLULU, on
or about the 20th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 15th September, 1899. [130]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 3rd October,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Friday, 27th October,
at Noon.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 21st Nov.,
at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU
on TUESDAY, the 3rd October, at Noon
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNITED PACIFIC, DENVER and
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY; also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between San Francisco and Chicago the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

APPLICATION TO INDICT LORD ROBERTS.

FOR "HIGH CRIMES AND MISDEMEANOURS." In the northern police court, Dublin, on July 25, Mr. John Wallace, B.L., who had been for some time resident in Madras, and who now lives in Ulster street, Dublin, applied to Mr. Mahony to take informations showing that Lord Roberts and others who were members of the Madras council, should be returned for trial for high crimes and misdemeanours. Mr. Wallace was, it appeared, formerly member of the Indian civil service.

Mr. Wallace said he made his application under a general section of an act of parliament for breach of duty or trust with regard to the duties.

Mr. Mahony—What duties?

Mr. Wallace—The duties of the governor or member of the Madras council.

Mr. Mahony—Was Lord Roberts a member of the council?

Mr. Wallace—He was, and his offence is punishable as a misdemeanour. The other members of the council, including Sir Montagu Grant-Duff, who was president of the council, are also guilty of misdemeanours. The statute says: "Be it further enacted that every wilful breach of the trust and duty of any officers employed, of any city governor, or any members of the council, or by any of the officers of the East India Company shall be taken as a misdemeanour, and may be proceeded against and punished, as such by virtue of this act." I charge that Lord Roberts, Sir Montagu Grant-Duff, and the other two members of the council were members of a conspiracy, and that they were banded together in order to take bribes and commit embezzlements (laughter), and were holding lands for the purpose of trading.

Mr. Mahony—That is quite sufficient to show the nature of the charge. You rely on a case in which you show that the magistrate has no jurisdiction to entertain your application. That case applies only to England. There was a statute passed in the year 1700, in the reign of William III, by which the Court of Queen's Bench in England was given a jurisdiction in respect to high crimes and misdemeanours committed by great officers of state beyond the seas, but so far as I know, such a jurisdiction was not extended to the Irish Court of Queen's Bench. I don't think I have any jurisdiction to entertain this matter, and I shall certainly not do so without an order from the superior court.

Mr. Wallace pressed Mr. Mahony to look into certain acts of parliament.

Mr. Mahony said he had looked into the matter as carefully as possible, and if Mr. Wallace liked now he could go to the Queen's Bench or he could make an application before the chief magistrate.

Mr. Wallace then left the Court.

MR. WALLACE APPLIES TO THE QUEEN'S BENCH.

On July 26, in the Court of Queen's Bench, before Mr. Justice Boyd, Mr. Wallace applied for a rule nisi with reference to the application that he had made on the previous day to Mr. Mahony, divisional magistrate. The application had been that the magistrate should return an information to the Queen's Bench charging Lord Roberts with certain misdemeanours alleged to have been committed by his lordship in India when he was a member of the Madras council in 1883 and had been refused. Applicant now said that the magistrate had refused the application on the ground that he did not think he had jurisdiction over an offence committed in India. He referred to the statute relating to members of the council in India, and said that the 3rd and 4th of William IV, chap. 85 provided that any member of the council, as Lord Roberts was, who neglected to obey any order of the court of directors, would be guilty of a misdemeanour at law, for which he could be punished. Another statute—that of 11th and 12th of William III—gave magistrates, in the place where the person complained of lived, jurisdiction to inquire into offences committed by such persons in India or elsewhere beyond the seas. In this connection he referred to a reported case in which it had been decided by the Queen's Bench that the magistrate should inquire into the matter and commit the accused to the Queen's Bench. That procedure, he submitted, should be followed in the present case. He also relied on the provisions of the petty sessions act, giving a magistrate jurisdiction to inquire into crimes or misdemeanours committed in or out of the country.

Mr. Justice Boyd—I have read your statement. Your charge has reference to matters that took place in 1883—sixteen years ago. Do you say that this motion is of such a pressing character that it should be heard by a vacation judge? I don't think that the matter should come before me now. If you ask me to decide the matter now I shall decide it against you. It is not a pressing motion. I will refer it to the full court if you like.

Mr. Wallace—I was not aware that this was a vacation sitting.

Mr. Justice Boyd—This is a sitting to hear pressing motions. These matters took place sixteen years ago.

Mr. Wallace—I was not aware that there was any time limit in criminal cases. If your lordship please, refer it to the full court.

Mr. Justice Boyd—There will be a full court next sitting, and you may mention the matter to them.

Mr. Wallace then left court.

AN IMPERIAL ARTIST.

The German Emperor has expressed a desire to furnish three sea-pieces, painted by himself, for the decoration of the Queen's new yacht, which has been built at Pembroke, and will shortly be completed. The Kaiser is an enthusiastic painter of marine subjects. His own yacht, the *Hohenzollern*, is adorned by artist executed by his hand, and it ought to flatter our national vanity that great British naval victories figure among the subjects treated by the Imperial artist.

THE TRUE PEARL.

The origin of fine pearls was the subject of an interesting paper lately read by M. Leon Duguet before the Académie des Sciences, Paris. The author believes the true pearl to be pathological calcification of "stone" induced by parasites. The true spherical pearl is formed in any part of the shellfish except the mantle, and has no connection with the shell itself, but begins in a small sac of humor. This becomes gelatinous, and finally solidifies in a series of concentric layers. A pearl thus formed consists of alternate layers of crystalline matter and a substance resembling chondrine, and it has a central cavity containing calcareous crystals, the remains of some organised creature, presumably the parasite which have induced the disorder in the bivalve. The small sac in which the pearl has been made, after a lapse of time, becomes thin and can be easily broken by the oyster and the pearl ejected.

LATE TELEGRAMS.

(Via Ceylon.)

Lord Kitchener, in opening the Athara Bridge, said that he hoped to open a Railway station at Khartoum within the next four months.

The Times announces that Sir G. White has been appointed Governor and Commander-in-Chief of Gibraltar, and that Sir Charles Clarke succeeds him as Quarter-Master-General to the forces.

LONDON, August 29th. At to-day's sitting of the Capetown House of Assembly Mr. Schreiner, the Colonial Secretary, was attacked for allowing quantities of arms and munitions, destined for Bloemfontein, to pass over the Cape Railway.

Mr. Schreiner strongly repudiated the charge of disloyalty levelled at him and affirmed that it was impossible for him to act otherwise than he did. He read a spontaneous telegram from the President of the Orange Free State, denying the malicious reports which had been current that the Orange Free State thought of taking up arms against the British Government. They will only do so in self-defence, or to enforce treaty obligations.

NEW YORK, August 29th. President McKinley, addressing the troops at Pittsburgh, returning from the Philippines, eulogised in glowing terms the conduct of all forces and declared that there would be no parleying with the insurgents until the insurrection was suppressed.

LONDON, August 30th. The situation in regard to the Transvaal remains unchanged, and the Colonial Office has taken most stringent measures to prevent any information on the subject from transpiring.

Two Transvaal policemen, on arriving at Lourenço Marques yesterday morning, were at once arrested by the Portuguese.

News has been received at Cairo of an attempted Mahdist insurrection at Shukaba on the White Nile, led by Khalifa Mohamed Cherif, and two sons of the late Mahdi.

Egyptian troops stormed the village where the insurgents were entrenched and killed all the three leaders, the Egyptian loss being only one officer killed, and two men wounded.

Sussex has beaten Hampshire by an innings and 16 runs.

Somersetshire has beaten Gloucestershire by five wickets.

The matches between Kent and Surrey, Leicestershire and Middlesex, Warwickshire and Derbyshire, and the Australians and Lancashire—all ended in draws.

Prince Kanjishih has completed his 3000 runs this season.

The match at Liverpool between the Australians and Lancashire has ended in a draw. Lancashire went in first and raised 174; one batsman made 50 runs.

Mr. C. Macdonald bowled most successfully for the Australians, taking four wickets for 38.

The Australians in their turn compiled 157. (Mr. J. Darling was top-scorer with 57.

In the second innings, Lancashire hit up 67 without loss, and then declared the innings closed.

The Transvaal policemen, who were arrested at Lourenço Marques, have been released.

The Times correspondent at Shanghai states that intelligence from Corea shows that Russian ascendancy there has been supplanted by the Japanese, who are encouraging reforms and vigilantly counteracting every move of Russia.

Sir Harry Johnston's expedition has left London for Uganda. Reuter understands that its task will occupy two years and that the object is rather development than reorganisation.

LONDON, September 1st. In the match between Surrey and Hampshire the latter were beaten by an innings and 230 runs.

Further particulars regarding Mr. Chamberlain's reply to the Transvaal show that Great Britain is ready to agree that Mr. Conynghame Greene, and others, to be appointed by Sir A. Milner, shall make an independent investigation of the efficacy of the Franchise proposals; and trusts that the Transvaal will afford every facility to omit the complicated conditions proposed in the new Franchise law.

Mr. Fitcher is again at Pretoria, conferring with the Transvaal executive, which has requested the Volksraad to postpone their discussion until Monday, because the reply to the latest Imperial despatch is not ready.

A Boer, named Veljeun, has been tried on a charge of inciting the natives of Bechuanaland to revolt and has been sentenced to six months' imprisonment in default of sureties.

It is understood that Colonel Hector MacDonald has been requested to be ready for service in South Africa should hostilities break out in that quarter.

The Hungarian annual official estimates of the world's harvests forecast that the total yield in all cereals is 97 million hectolitres below the world's demands.

INDIAN TELEGRAMS.

Soldiers Struck by Lightning.

SIMLA, August 28th. Two privates of the 1st Scotch Rifles at Lucknow were killed by lightning yesterday, four others being injured from the same cause.

The Prospects of the Season.

The position in the Central Provinces continues to improve, the affected Districts having had excellent rain during the past few days. The whole of Guzerat and Rajputana, on the other hand, are still rainless, and famine in this area seems now almost inevitable. The Deccan also continues to do badly, but rain may yet save the situation there to a large extent.

Death of Professor Peterson.

BOMBAY, August 29th. The death occurred this morning of Mr. Peterson, Professor of Oriental Languages, Elphinstone College, from heart disease.

Troops for the Transvaal.

SIMLA, August 30th. The Indian contingent for the Transvaal have all been named, but instructions from Home, which have not yet arrived, are still awaited for mobilisation, and nothing will be given out officially regarding the force until then. The force will be entirely British—and the British regiments already mentioned are pretty certain to be included, also a contingent of Artillery, Mountain and Field.

CALCUTTA, August 30th.

The proclamation for the want of which the Currency Bill was postponed at the last Viceregal Legislative Council meeting, has not yet arrived from England, and it is quite possible that the Bill will be further postponed.

No further advices have yet been received at Simla from home regarding the Indian troops for South Africa.

Meanwhile the Government of India are particularly anxious that there shall be no hitch regarding transport by sea of Indian troops. With this object they have written to all the steamship companies in Bombay, Calcutta, and Rangoon, enquiring what transport facilities

each is able to offer. All have replied, but no vessels have yet been reserved.

CALCUTTA, September 1st.

Five deaths from plague were recorded yesterday.

Till to-day the evidence in the Rangoon outrage was limited principally to proving the events in connection therewith, no witnesses so far being able to identify any of those concerned. To-day, Private Sullivan was examined.

He gave the names of the soldiers he saw with the woman on the occasion. These are the present seven accused. Since he made his statement to the officers about the case he had been threatened and assaulted. He was first induced to tell the truth through fear; having been identified with the two others on the identification parade. In cross-examination Sullivan said his first statement to the Adjutant was untrue. He made several untrue statements to the Cantonment Magistrate.

The Government continue making enquiries as to suitable vessels for transport, the latest approach being to the Natal line. All the boats, however, have full cargoes awaiting them, but, if necessary, would make arrangements so that the boats could be utilised.

As in the case of the Abyssinian and Suakin expeditions, the transport arrangements will be conducted by the Bombay Dockyard Authorities, and only a few troops will sail direct from Calcutta. This is due to the loss of time necessarily involved in the latter cases.

CALCUTTA, August 31st. At the Rangoon trial, the Burmese witnesses have failed to identify any of the soldiers concerned in the outrage. Corporal Nurse, when examined, said he could identify one man only of those present, Private Goff. He (Nurse) was ordered to make enquiries, and get the names of all the present accused. His impression was that he saw twenty to forty directly concerned.

To be Let.

TO LET. SEMI-DETACHED VILLA RESIDENCE, ON Bowen Road (new in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills. GROUND FLOOR, 54, PEEL STREET. OFFICES—1st floor, No. 10, PRAVA CENTRAL (Lately occupied by Messrs. MEYERS & CO.).

"HARFORD" MAGAZINE GARAGE, No. 4, RIFON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th August, 1899. [12]

TO LET. OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of China). Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET. ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. "H." c/o of this Office. Hongkong, 17th May, 1899. [664a]

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. PRAVA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1899. [39]

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness. Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 11th September, 1899. [19]

MITSUBI BUSSAN KAISHA. No. 6, Ice House Street, Praya Central. Head Office—TOKIO. Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—Milki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Onoura Coal Mines, No. 1, Onitsuki Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagafuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikko Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUBI BUSSAN KAISHA, K. HASEGAWA, Manager. Hongkong, 19th August, 1899. [14]

SIEN TING, SURGEON DENTIST, No. 10, DAGULAN STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1898. [43]

DENTISTRY. SUI LING, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central, Hongkong, 8th March, 1899. [18a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 19th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 18th September, 1899. [1183a]

CHINA NAVIGATION COMPANY, LIMITED. FOR TIENTSIN AND NEWCHANG. The Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 5th September, 1899. [1135a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"PYRRHUS," Captain Butt, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 13th September, 1899. [1093a]

NORDDEUTSCHER LLOYD. NOTICE. STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.) The Company's Steamship

"HOHENZOLLERN," Captain H. Kirchner, will leave for the above Ports, on or about WEDNESDAY, the 20th instant.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 14th September, 1899. [1169a]

NORDDEUTSCHER LLOYD. NOTICE. STEAM TO SHANGHAI. The Company's Steamship

"SACHSEN," Captain F. Mentz, due here with the outward German Mail about the 19th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 14th September, 1899. [1169a]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. The Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above on FRIDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th September, 1899. [1175a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROBT. M. SLOMAN & CO.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL. THE Full-powered Steamship

"PISA," Captain Fendi, will be despatched as above on SATURDAY, the 23rd instant.

The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 11th September, 1899. [938a]

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. The Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA. The Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE," Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Steamer and a duly-qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GUTH, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE. FOR PHILADELPHIA AND NEW YORK. THE New Steamship

"PING SUEY," Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to SHEWAN TOMES & Co., Agents. Hongkong, 21st August, 1899. [1162a]

Intimations.

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED,) 57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY. Hongkong, 5th September, 1899. [1389]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., LD., DUNLOP TYRES'S BICYCLES—PRICE—\$160. A special reliable Watch made for this Climate.

Quality A.....\$12
Quality B.....\$10
40, QUEEN'S ROAD, Watson's Building.

NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

"JEYES FLUID" THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

NOTICE. PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East. Mrs. HORTON.

Hongkong, 20th June, 1899. [183a]

NOTICE. NIGHT SCHOOL FOR EUROPEANS, by DR. EX-SCHOOLMASTER. Terms moderate, for Particulars apply c/o This Office.

Hongkong, 18th August, 1899. [1048a]

LET EM ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS are taken and executed at Moderate Prices.

Hongkong, 2nd September, 1899. [102a]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "MARIA VALERIE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

This vessel brings Cargo:—From Venice, *ex S.S. Mastini* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 18th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 12th September, 1899. [1173a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"MOYUNE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 13th September, 1899. [1172a

Intimations. THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898.

[135]

RIGAUD'S
White Violet
EXTRACT

This fugative and delicate perfume is persistent as an Extract for the handkerchief

soap and powder, it has been adopted by the most refined French Society.

RIGAUD & Co.
10,000
White Violets
per each bottle of
Rigaud's Extract

PARIS

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

HUTTON HALL, British ship, Thurber.—Chas. E. Richardson & Co.

EXCHANGE.

Hongkong, 18th September.
ON LONDON, Telegraphic Transfer1/11 1/2
Bank Bills, on demand 1/11 1/2
Credits, 4 months' sight1/11 1/2
D'cents, 4 months' sight1/11 1/2
ON BERLIN, (demand)M. 1/98 1/2
ON PARIS, Bank Bills, on demand2/45 1/2
Credits, 4 months' sight50
ON NEW YORK, Bank Bills, on demand47 1/2
Credits, 30 days' sight48 1/2
ON BOMBAY, Telegraphic Transfer144 1/2
On demand144 1/2
ON SHANGHAI, Telegraphic Transfer23 1/2
Twelve, 30 days' sight73 1/2
Sovereigns, Bank's Buying Rate\$103 1/2
Gold Leaf too tough, per tael52 1/2
Bar Silver27 1/2
Dollars12 per cent. prem.

OPIMUM QUOTATIONS.

Hongkong, 18th September.
New Patna\$374 per chest.
New Penares\$274
New Malwa\$70/100 per picul.
Old Malwa\$70/100
Perlab, paper tied\$70/100

The Share Market.

LATEST QUOTATIONS.

(September 18th.)

Banks.
Hongkong and Shanghai Banking Corporation—350 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 51 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—55 1/2 buyers.
National Bank of China, Ltd.—\$26 buyers.
Do. —\$26 buyers.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders' Insurance Co., Ltd.—\$260.
North China Insurance Co., Ltd.—\$260.
Yangtze Insurance Assoc. Ltd.—\$122 1/2.
Canton Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$381.

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$314.
Indo-China Steam Navigation Company, Ltd.—\$71.
China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.
China Mutual S. N. Co., Ltd.—(Preference)—\$9 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$5 to buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.

Star Ferry Co., Ltd.—\$191.

Bedrines.
China Sugar Refining Co., Ltd.—\$148.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Funjom Mining Co., Ltd.—\$94.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$240.
Queen Mines, Limited—\$50.
Jelebu Mining and Trading Co., Ltd.—\$134.
Raub A'lian Gold Mining Co., Ltd.—\$63.
Oliver's Freehold Mines, Ltd.—(A) \$11.
Oliver's Freehold Mines, Ltd.—(B) \$74.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$270.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$35.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$99.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$575.
Hongkong Land Investment and Agency Co., Ltd.—\$115.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$156.
Humphrey's Estate and Finance Co., Ltd.—\$104.

Miscellaneous.
Green Island Cement Co., Ltd.—\$30.
China-Bullock Co., Limited—\$10.
A. S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Feawick & Co., Ltd.—\$24.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—\$147 1/2.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$5.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Belle Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Butterfield & Swire.
Dyeing Co., Ltd.—\$67.
Ewo Cotton Spinning & W. Co., Ltd.—\$15.
International Cotton Mfg. Co., Ltd.—\$15.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$15.
Soy Chee Cotton Spinning Co., Ltd.—\$15.
Yahloong Cotton Spinning Co., Ltd.—\$15.
Tebrau Planting Co., Ltd.—\$4 per share.
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

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Mr. and Mrs. F. G. Collins Mr. J. E. Lee
Capt. van Corbach Mr. C. W. Longuet
Mr. G. H. Dunn Mr. C. W. Longuet
Mr. and Mrs. W. H. T. Mr. R. Mitchell
Davis and child Dr. Von Oetren
Mr. A. L. Denison Lt.-Col. The O'Gorman
Mr. P. Dow Capt. H. V. Pollock
Col. G. J. H. Evtat Mr. H. E. Pollock
Mr. J. S. Ezekiel Mr. A. Reed
Mr. R. M. Ezekiel Comdr. R. M. Runsey
Mr. A. Forbes Mr. A. Sinclair
Lt.-Col. A. R. Fraser Mr. A. Findlay Smith
Colonel E. H. Gorges Mr. A. G. Stokes
Staff-Surgeon and Mrs. Mr. A. P. Stokes
W. E. Home Mr. G. H. Wheeler
Mr. H. U. Jeffries Mr. G. H. Windrath
Major G. K. St. John

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Mrs. Percy Rolfe and Miss Underwood
Capt. C. B. Simmonds, Madame Volpicelli
R.A.

STEAMERS.
CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Mojit 2nd Aug., General—Butterfield & Swire.
DEUTEROS, German steamer, 1,001, E. Petersen, 14th Sept.—Saigon 10th Sept., Rice—Stiemssen & Co.
EMPRESS OF JAPAN, British steamer, 5,904, G. D. Bowler, R.N.R., 12th Sept.—Vancouver 22nd Aug., and Shanghai 9th Sept., Mails and General—C. P. R. Co.
HAILAN, French steamer, 377, W. Bast, 15th Sept.—Manila 12th Sept., General—A. R. Marty.
HAITAN, British steamer, 1,183, J. S. Roach, 16th Sept.—Fochow via Amoy 13th Sept., and Swatow 15th, General—Douglas, Lapraik & Co.
HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 11th Sept.—Yokohama 1st Sept., Kobe 5th, and Nagasaki 7th, General—Melchers & Co.
HOKOKO, Japanese steamer, 3,385, W. E. Filmer, 13th Sept.—San Francisco 17th Aug., and Shanghai 17th Sept., General—J. S. Van Buren.
HUE, French steamer, 704, P. Merlees, 16th Sept.—Haiphong and Hoihow 15th Sept., General—A. R. Marty.
KONG BENG, British steamer, 862, F. W. Joslin, 13th Sept.—Saigon 9th Sept., Rice—Woo Kee.
LEOZAP, Spanish steamer, 565, Antonio Triban, 4th Sept.—Manila 1st Sept., General—Order.
LOOSDORP, British steamer, 1,020, J. H. Jackson, 15th Sept.—Bangkok 8th Sept., and Koh-si-chang 9th, Rice and Timber—Butterfield & Swire.
PICCIOLA, German steamer, 875, E. Schipper, 15th Sept.—Saigon 8th Sept., Rice—Chinese.
RIJUN MARU, Japanese steamer, 4,972, J. W. Ekstrand, 12th Sept.—Mojit 7th Sept., General—Nippon Yusen Kaisha.
ST. HELENS, British ship, 2,580, Luckhams, 16th Sept.—Sambou 10th Aug., Kerosine—Meyer & Co.
SUEVIA, German steamer, 4,120, F. Brck, 14th Sept.—Swatow 13th Sept., General—Stiemssen & Co.
TAICHOW, British steamer, 862, P. Primrose, 9th Sept.—Bangkok 2nd Sept., General—Butterfield & Swire.
TAIYUAN, British steamer, 1,459, R. Nelson, 3rd Sept.—Melbourne 22nd July, Sydney 29th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Darwin 17th, and Manila 31st, General—Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Desler, 15th Sept.—Saigon 11th Sept., Rice and General—Stiemssen & Co.
UNITY, Norwegian steamer, 929, F. Hansen, 12th Sept.—Samarang 1st Sept., Sugar—Lauts, Wegener & Co.

Sailing Vessels.
CHALLENGER, American ship, 142, Gould, 12th Sept.—Manila 2nd Sept., Ballast—Arnhold, Karberg & Co.
GOVERNOR ROWE, American ship, 1,627, Nichols, 21st Aug.—New York 5th May, Kerosine Oil—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thurber, 5th Sept.—Tacoma 25th June, Flour—Order.
JOSEPHUS, American ship, 1,547, P. Gilkey, 18th Aug.—New York 25th April, Case Oil—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast—Order.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June, Flour—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, September 18th, 1899.
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Fochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,263 h.p., Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Hongkong.
Britch, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. G. Wainwright-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 422 tons, 5,400 h.p., Lieut.-Comr. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Havildar, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,520 tons, 9,000 h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,640 tons, 800 h.p., Com H. J. Davison, Hongkong.
JHAGUNA, 1st class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, cruising.
Linnah, gun-vessel, 750 tons, a heavy gun, 4 pounders, 850 h.p., Commander W. W. Smythe, cruising.

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